



THE NORTH-WEST

THE PROVINCE OF MANITOBA AND NORTH-WEST TERRITORIES—THEIR
EXTENT—SALUBRITY OF THE CLIMATE—FERTILITY OF THE SOIL—
PRODUCTS—REGULATIONS CONCERNING LANDS—PRICES OF
CEREALS AND FARM IMPLEMENTS—SALARIES AND WAGES—
TRAVELLING ROUTES BY LAND AND WATER,
ETC., ETC., ETC.

BY

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THE GREAT CANADIAN WEST

I

It is about twelve years ago that His Lordship Archbishop Taché wrote in his *Sketch of the North West* as follows:—

“The breadth of this country, from East to West, is, in round numbers, about 1200 miles, and its length from North to South about 1500 miles, containing the immense area of 1,800,000 square miles.

“When we compare this vast region with the small and limited countries which are occupied by some of the most powerful nations of the world, the contrast astonishes us and we naturally consider if this vast, uninhabited region is destined to remain for ever in the natural state in which Providence has allowed it to be up to the present. Isolated in this immense desert, we often listen hoping that some strong and distinct echo may be audible, produced by the bustle and agitation of the world beyond the oceans, by the feverish excitement and daring ambition of the great neighboring republic, or by the creation of the Dominion of Canada.

“Our beautiful and grand rivers, our immense lakes, are they to have no other vessels navigating them than the light bark canoe of the Indian or the heavy-oared craft of the fur-trader?

“The agricultural resources of this country, its mineral wealth, and the treasures of its forests and waters, are they destined to be never known nor appreciated as they merit?”

When His Lordship the Archbishop was pondering on the prospects of this vast and productive country, the future was soon to give him a reply. In fact, Canada had decided during the succeeding year to annex to herself the North-West Territories, of whose inexhaustible resources her statesmen had then caught only a glimpse; and now, that is after ten years have elapsed, the great Canadian West is everywhere known, and the report of the discovery at last of a world—ignored for so long a time—has been resounded across the ocean. The Mother Country, which had formerly abandoned some of her possessions in this part, of whose value she was then ignorant, to the selfish control of a Company of traders, has at last learned to appreciate them, and her Prime Minister—the illustrious Disraeli—delivered a speech last summer bearing on this matter which produced a great sensation.

Our neighbors in the United States, who had no idea, it appears, of the extensive wealth which we possess in this region, are now aroused by the reports which have been published. They have perceived that in relation to their commerce with the foreign markets, they are threatened by a rival power, and hence the principal centres of trade—New-York, Chicago, Milwaukee, St. Paul—are seriously concerned about the economical revolution which is soon to take place.

It is estimated that in the “unlimited solitudes” of the North-West, of which Lord Beaconsfield so enthusiastically spoke, there is contained nearly 200,000,000 acres of land fit for tillage. The cultivation of only a portion of this territory would enable us to compete with the United States in the grain traffic. For example, if we calculate what will be produced from 5,000,000 acres of wheat, allowing 25 bushels on an average to the acre, we can then form some idea of the future of this country in an agricultural point of view.

During last summer, delegates from different portions of the United Kingdom visited Canada, and all of them who visited Manitoba and the North-West expressed their astonishment at the great resources they found.

When we consider what has been accomplished within the short period of ten years since the North-West was received into Confederation, we are puzzled why this isolated region should have so long a time defied the progress of civilisation. We will not take up our time in inquiring into all the causes to which this was due, but it will suffice to touch upon one point only: that it was the interest of the Hudson Bay Company not to awaken the attention of the outside world to this region, nor to remove the numerous prejudices which its very remoteness engendered.

MANITOBA

THE VALLEY OF THE RED RIVER

II

The Province of Manitoba is situated between the 49° and 50° parallels north latitude and 96° & 99° of longitude west; so that it is nearly in the centre of British North America and midway between the two oceans. Compared with the immense extent of the North-West Territory, Manitoba presents the appearance of a narrow, square block of land; its area scarcely exceeds 9 million of acres, and its distance from north to south and east to west

is little over 100 miles. This Province was definitely annexed to Canada in 1870, and its population, which was then about 12,000 souls, has increased during the last ten years at an astonishing rate. Since the year 1876, emigration has especially directed itself thither, and it seems that the Far-West will become a receptacle for the overcrowded populations of other countries. It is said that within the last year more than 30,000 persons have emigrated to the North-West, hence we can form some idea of the rapidity with which this country is being settled.

There are two large rivers which run through the plains of Manitoba, the most important of which is the Red River, being nearly 600 miles in length; it has its source in Minnesota and, after traversing the Province from north to south, discharges into Lake Winnipeg; a portion of which is confined within the colony as well as Lake Manitoba in the western part. This water course is navigable on a stretch of 400 miles, and during the summer season is frequented by many steamers. The water of this river is of a muddy appearance, but contains no noxious properties, and is good to drink when filtrated, especially during the winter season. We may here remark that on the prairie, they seldom fail to find water on boring wells.

The Assiniboine also is a large river of 600 miles in length; it runs from the west and is the principal tributary of the Red River, with which it mingles its more limpid waters. In many places, the navigation of this river is difficult, but when certain obstructions will be removed, the development of this fine country will thereby be rapidly promoted.

Of the less important water courses are the rivers Seine, Rat, Roseau at the east, and Sale, Gratias and Marais at the west of Red River, of which they all are tributaries.

The Capital of the province—Winnipeg—formerly called Fort Garry, is situated at the confluence of the Red and Assiniboine rivers. It is a bustling and active city, which, in 1874, was only a village, distinguished at the time by the more ambitious title which it bears to-day. It hardly required a period of six years in order to marvellously grow into a large town with wide streets lined with pretty cottages and handsome shops, which would even be becoming to the Commercial Metropolis of the Dominion; also a town hall and public market have been erected and proper drainage attended to. Companies have been organized for the establishment of a city railway, and water and gas works. The Federal Government has also caused to be constructed various public edifices, such as the Post Office, Land Office and Custom House, which contribute greatly towards the appearance of the city. There is also a Protestant College for boys, several educational establishments for young ladies, and public schools, all good buildings. It has been stated that Winnipeg, whose

population is said to exceed 10,000 souls, the majority of whom are English, has increased more quickly than Chicago, the Queen City of the West.

Opposite Winnipeg, on the east side of the Red river, appears the pretty village of St. Boniface, peopled chiefly by French Canadians.

His Lordship Archbishop Taché, when writing in 1868 on the country, said that the Red River was a country of locomotion without locomotives; to-day the locomotives bear the trains over the property even of the Archbishop, back of the village, the terminus of the Pembina branch line, connected with the American railroads. Time has made great changes, and that which a traveller predicted some years ago, when speaking of the Saskatchewan, is realised, at least so far as the valley of the Red River is concerned. "Perhaps," he exclaimed, "they will hear in the plains of the Saskatchewan the whistle of the locomotive; perhaps the hospitable residence of Mr. Christie may become, one day, a railroad station, and a half-breed of the Red River, in the uniform of the chief of the station, will hand to the bewildered Indian a railway ticket for going and returning."

St. Boniface, the see of the Archbishop, possesses a beautiful cathedral, a classical college, an educational establishment for young ladies, and a hospital under the direction of the Reverend Sisters of Charity.

This village will in a short time be connected with Winnipeg by one or perhaps two bridges, the first at Point Douglas and the other opposite the Provencher Avenue, where the new railroad at present stops.

We must not omit to take notice of the newspapers of the Province: the "Free Press" and "Tribune" are published in Winnipeg; and the "Metis," the French organ, in St. Boniface.

POLITICAL

Emigrants, before leaving for their destination, are concerned not only about the material advantages, but also in the political and other institutions of the country where they purpose to settle. In order to meet their reasonable desires in this respect, we shall endeavour to supply certain accurate information relative to the Province of Manitoba; after which, we will interest the reader with particulars of the incomparable richness of its soil and other matters, which by means of labor will enable the settler to gain in time prosperity or a fortune.

The political institutions of Manitoba are nearly similar to those of the other Provinces. They enjoy there responsible Government in its perfection. There are 24 electoral districts which choose a corresponding number of members for the Legis-

lative Assembly. The Executive power consists of a Lieutenant-Governor, a Provincial Secretary and Treasurer, an Attorney General, a Minister of Public Works and Minister of Agriculture—who ordinarily discharges also the duties of President of the Council. The Manitoba Act sanctions the use of the two languages—English and French—in the Legislative Assembly and in Courts which are presided over by three Magistrates. Moreover, this Province is represented in the Federal Parliament by four members and two Senators.

RELIGION

Missionaries of the Gospel have for a long time extended their pastoral visits through the plains and forests of the West; and especially so since the country has been annexed to Canada. It is not then a matter of surprise to find that works associated with religion have been vigorously promoted. Churches have sprung up in all directions as if by magic, and moral progress is keeping pace with material progress.

EDUCATION

The system of education is the same as that in the Province of Quebec, by which, on the one hand, Protestants have absolute control of the education in which they are interested, and, on the other hand, Catholics also enjoy the same rights and privileges. There is a general Council composed of both Protestants and Catholics, which concerns itself with the general interests of education, but has no power to interfere with the principles of the law, nor to modify the regulations of the Protestant and Catholic particular councils. All the schools being subsidized by the Government, therefore, wherever a settlement springs up sufficiently large to maintain a school, it hastens to establish one, towards which parents have to pay only a light annual tax. Two superintendents are appointed to watch over the working of this educational system so well organized.

THE POSTAL SYSTEM

The postal system is very complete throughout the North-West; there are now established 130 Post Offices.

THE CLIMATE

The climate of this Province is most healthy, which is especially due to the dryness of the atmosphere. In the summer the

heat is intense, but the nights are always cool and fresh. The cold is excessively sharp during the winter, but not to that degree as to be unbearable. The dryness of the atmosphere exerts such an effect on the temperature that the cold is not felt when it is 30 or 40 degrees below zero, any more than we do in Ontario or Quebec when it is only 15 or 20 degrees below. The reports of the severity of the climate sometimes frightens those at a distance who are strangers to the country, but there are in reality no grounds for any serious fears. People after several years' experience of the climate have not found their health to be impaired, but rather to have improved, especially as no epidemic diseases prevail there. It is true that the small pox at one time spread itself in a settlement of the Icelanders, but the disease had been introduced there by some emigrants; and at that time, the ravages of this terrible malady were confined to that portion of the population.

The transition from the season of winter into spring, which begins in April, and from summer into the cold season, which takes place in the month of November, usually is very rapid. The rain is sufficiently frequent; it has been more than usually abundant during the last three or four years, but not to an extent to injury the harvest, which has always been good; owing to the penetrable character of the soil, the water is quickly absorbed.

SNOW AND HAIL

The quantity of snow which falls in Manitoba is not so great as in the Provinces of Quebec and Ontario; it usually does not exceed a foot and a half or two feet. The roads are generally very fine in the winter season. During one of the last winters, it is a strange fact that not sufficient snow fell for sleighing, and that the breaking up of the ice in the Red River took place about the 15th March.

There has been much said about early frosts in Manitoba, but reports in this respect have been greatly exaggerated. During a sojourn of five years in that province, we can truly assert that never, to our knowledge, did the harvest seriously suffer from this cause.

FERTILITY OF THE SOIL

The soil of the valley of the Red River is a black alluvion, having a vegetable stratum of two feet in depth and deeper than that in certain places. Its fertility is extraordinary. Mr. Matthieu de Dombasle, one of the most scientific agriculturists of his day,

said: "By means of manuring, I do not know any bad land; without manuring, I do not know any good." Manitoba is an exception to this rule, for the practice of manuring land has hitherto been scarcely, if not absolutely unknown. At the last Dominion Exhibition, a sample of land was exhibited from a farm on which had been raised wheat during 50 years consecutively without any manuring. We ourselves saw at Dufferin, in 1874, a magnificent field of stalked wheat, and it was the twenty-second year that the land had been planted with grain without any one having ever dreamt of manuring it.

Mr. W. A. Loucks bought in 1875 a farm which had been under cultivation for 70 years and which had already yielded fifty-two harvests of wheat. In the following year he raised on it 26 bushels of wheat to the acre, 51 bushels of oats, 20 bushels of peas, and in the year 1877 he received from it 322 bushels of potatoes from 10 bushels of seed.

The analysis of the soil, made carefully by scientific men, attributes to it most remarkable properties. Mr. Thomas Connolly, correspondent of the *London Times*, in a letter to the *Citizen of Ottawa*, on the 18th November last, wrote as follows: "I assure you that neither in the new or old world have I ever seen a country where the soil was more fertile and the climate more salubrious than in Manitoba and the valley of the Red River. There is no doubt in my opinion that an industrious and energetic man, furnished with a spade and seed, could soon make a home for himself on the prairie and have an excellent farm."

CEREALS—WHEAT

Wheat is a plant *par excellence* specially adapted to the nourishment of mankind. It is the basis of agricultural wealth, the first and most precious of all the cereal plants. The territory which produces it abundantly cannot fail to have a great influence on the market of the whole world. Now, it is universally allowed that the Canadian North-West country, including Manitoba, is particularly adapted to the cultivation of this cereal. We may here appropriately quote, in relation to this subject, an authority who is the least to be suspected of partiality; it is that of Mr. J. W. Taylor, American Consul at Winnipeg, who addressed the following letter to the *Pioneer Press* of St. Paul, Minn., U. S., shortly after the visit to Manitoba of Mr. Read, M.P., and Mr. Pell, two delegates from England, whose mission to Canada we have already noticed.

THE GREAT WHEAT ZONE

(Letter by U. S. Consul J. W. Taylor.)

To the Editor of the *Pioneer Press*.

A comparative statement of temperatures at St. Paul, Winnipeg and Battleford, for the first months of the current year, including April, having been published by me and noticed in the *Pioneer Press*, I assume that your readers will be interested in a similar statement for the year ending July, 1879, to which I have added the monthly observations at Toronto.

These positions are as follows :

	N. Lat.	W. Lon.
Toronto.....	43-39	79-23
Saint-Paul.....	44-52	93-05
Winnipeg.....	49-50	96-20
Battleford.....	52-30	109-00

It will be convenient to refer to latitudes as Toronto, 44 degrees; St. Paul, 45 degrees; Winnipeg, 50 degrees; Battleford, 53 degrees. The place last named is situated on the Saskatchewan River, and is the capital of the North-West Territory of Canada, as the vast district west of Manitoba (longitude 99 degrees) to the Rocky Mountains is now known geographically and politically. Battleford is the residence of the Canadian Lieutenant-Governor Laird, and has its newspaper, the *Saskatchewan Herald*.

I will further premise that Sergeant Price, of the Canadian Mounted Police at Battleford; Mr. James Stewart, of the Canadian Signal Service at Winnipeg; Sergeant Cone, of the United States Signal Corps at St. Paul, and Mr. G. E. Rainboth, Dominion Civil Engineer, of Quebec, have kindly furnished the materials of the following

TABLE OF MEAN TEMPERATURES.

	Toronto.	Saint-Paul.	Winnipeg.	Battleford.
August.....	66-38	72-00	67-34	67-79
September.....	58-18	60-06	52-18	47-10
October.....	45-84	46-03	35-84	34-52
November.....	36-06	38-03	30-66	28-66
December.....	25-78	19-03	11-97	6-48
January.....	22-80	16-03	-6-10	0-45
February.....	22-74	15-02	-12-32	-10-25
March.....	28-93	33-01	14-14	16-80
April.....	40-72	50-04	39-10	46-70
May.....	51-74	58-07	53-13	53-35
June.....	61-85	67-09	63-20	60-45
July.....	67-49	73-05	68-19	63-95
Yearly means.....	44-04	45-62	34-76	34-82

A statement of mean temperature during the agricultural season from April to August inclusive, exhibits the following proportions:—Toronto, 57 degrees 64 minutes; St. Paul, 65 degrees 5 minutes; Winnipeg, 58 degrees 19 minutes; Battleford, 58 degrees 53 minutes. Thus it will be seen that the climate, in its relation to agriculture, is warmer in Manitoba and over territory seven hundred miles northwest, than in the most central districts of Ontario; while St. Paul, in latitude 45 degrees, is 7 degrees 40 minutes warmer than the vicinity of Toronto in latitude 44 degrees.

I hope soon to be in possession of similar statistics at Fort McMurray on the Athabasca river, and Fort Vermillion on Peace river, respectively 1,000 and 1,200 miles due north west of Winnipeg, and I have full confidence that the climate at these points will not be materially different from Battleford. The altitude of the Athabasca and Peace river district is less, and the trend of the Pacific winds through the Rocky Mountains is more marked than at Battleford. It was on the banks of the Peace River, well up in latitude 60 degrees, that Sir Alexander Mackenzie records on the 10th of May the grass so well grown that buffalo, attended by their young, were cropping the uplands.

But I find my best illustration that the climate is not materially different west of Lake Athabasca, in latitude 60 degrees, than we experience west of Lake Superior in latitude 46 degrees, in some personal observations of the northwestern extension of wheat cultivation. In 1871, Mr. Archibald, the well-known proprietor of the Dundas Mills, in southern Minnesota, visited Manitoba. He remarked that the spring wheat in his vicinity was deteriorating—softening, and he sought a change of seed, to restore its flinty texture. He timed his visit to Winnipeg with the harvest and found the quality of grain he desired, but the yield astonished him. "Look," said he, with a head of wheat in his hand, "we have had an excellent harvest in Minnesota, but I never saw more than two well-formed grains in each group or cluster, forming a row, but here the rule is three grains in each cluster. That's the difference between twenty and thirty bushels per acre." More recently, Prof. Macoun, the botanist of the Canadian Pacific Railway survey, has shown me two heads of wheat, one from Prince Albert, a settlement near the forks of the Saskatchewan, latitude 53 degrees; longitude 106 degrees, and another from Fort Vermillion, on Peace River, latitude 59 degrees, longitude 116 degrees, and from each cluster of the two I separated five well-formed grains, with a corresponding length of the head. Here was the perfection of the wheat plant, attained according to the well known physical law, near the most northern limit of its successful growth.

Permit another illustration on the testimony of Prof. Macoun. When at a Hudson Bay post of the region in question—either

Fort McMurray, in latitude 57 degrees, or Fort Vermillion, in latitude 59 degrees, and about the longitude of Great Salt Lake, an employee of the post invited him to inspect a strange plant in his garden, grown from a few seeds never before seen in that locality. He found cucumber vines planted in April in the open ground, and with fruit ripened on the 20th of August.

I leave to others to question the accuracy of Blodget's statement in his well-known Treatise upon the Climatology of North America twenty years ago, viz. :—"A line drawn from Thunder Bay, in Lake Superior, north-west to the Mackenzie River, at the 55th, would include an immense district adapted to wheat, with only the local exceptions of mountains and worthless soils." I do not regard Prof. Blodget's estimate as extravagant, and I quite concur in the following confirmatory opinion of the *Pioneer Press*, published in July last, and which I beg leave also to quote :—

"The line of equal mean temperatures, especially for the season of vegetation between March and October, instead of following lines of latitude, bends from the Mississippi valley far to the north, carrying the zone of wheat from Minnesota away to the 60th parallel in the valley of the Peace River, and reproducing the summer heats of New Jersey and southern Pennsylvania in Minnesota and Dakota, and those of northern Pennsylvania and Ohio in the valley of the Saskatchewan. * * * Within the isothermal lines that inclose the zone west and north west of Minnesota, which is being or is soon to be opened to cultivation, lies a vast area of fertile lands from which might easily be cut a dozen new States of the size of New-York."

Will the editor of the *Pioneer Press* pardon me if, partially inspired by such a warm presage, I ventured, at a recent banquet in Winnipeg to Messrs. Read and Pell, to claim for Northwest British America a territory as large as four states of the size of Pennsylvania, which is specially adapted to the production of wheat, and where, consequently, it will take the leading rank, as the great agricultural staple? In this view, I assigned Ohio, Indiana, Illinois, Iowa, and even southern Minnesota to the zone specially adapted to corn, as the more Southern States constitute a cotton zone; and observing the imperative natural restrictions in the Mississippi valley upon the successful production of wheat, I hazarded the statement that three-fourths of the wheat producing belt of North America would be north of the international boundary. This arithmetical division has since been questioned by the *Pioneer Press*.

I will venture to illustrate the climatic influences which control the problem under consideration, by some citations from "Minnesota: Its place among the States, by J. A. Wheelock, Commissioner of Statistics," which, though published in 1860, is all the more an authority for the confirmation of twenty years.

The general law of limitation to the profitable cultivation of wheat is thus luminously stated :—

“ The wheat producing district of the United States is confined to about ten degrees of latitude and six degrees of longitude, terminating on the west at the 98th parallel. But the zone of its profitable culture occupies a comparative narrow belt along the cool borders of the district defined for inland positions by the mean temperature of fifty-five degrees on the north and seventy-one degrees on the south, for the two months of July and August. This definition excludes all the country lying south of latitude forty degrees, except Western Virginia, and north of that it excludes the southern districts of Pennsylvania, Ohio, Indiana, Illinois and Iowa, while it includes the northern part of these States, Canada, New York, Western Virginia, Michigan, Wisconsin, Minnesota and the Red River and Saskatchewan valleys. In general terms, it may be stated that the belt of maximum wheat production lies immediately north of the districts where the maximum of Indian corn is attained.”

The argument for Northwest British America, as well as for the State of Minnesota, cannot be more accurately epitomized than by the following summary of Commissioner Wheelock :—

“ 1. That physical and economical causes restrict the limits of wheat culture to the seats of its maximum production, in less than one-third of the States of the Union, within a climatic belt having an estimated gross area of only 260,000 square miles, from which nine-tenths of the American supply of bread, and a large and constantly increasing amount of foreign food must be drawn.

“ 2. That within this zone, the same climatic and other causes tend to concentrate the growth of wheat in the upper belt of the north-western States, always preferring the best wheat districts.

“ 3. That Minnesota and the country north-west of these wheat districts, having the largest areas yield the most certain crops and the best and healthiest grains.”

It should not be overlooked that the mission of the Imperial commissioners, Read and Pell, to this continent was to ascertain the probabilities and incidents of the food supply, especially breadstuffs, for the demands of the United Kingdom; and from this stand-point the *Winnipeg Free Press* suggests a negative definition of the wheat zone, and proposes to exclude every Province or State whose aggregate product is less than the demand of the resident population. Such a limitation would exclude the New England and Southern States, New York, New Jersey and Pennsylvania—perhaps Michigan; would transfer Ohio, Indiana, Illinois, Iowa and Nebraska to the corn belt; and would leave Wisconsin, Minnesota, and Dakota (certainly north of the 44th parallel) as the area of the United States, east of the Rocky

Mountains, from which there would be a reliable certainty of a surplus above local consumption. Of course, considerable districts of California and Oregon must be included, but it is doubtful whether their product for export will exceed the shipments from the Province of Ontario.

Will the great interior of the continent contribute to our exportations of wheat and its flour? I refer to the territorial organizations of Montana, Idaho, Wyoming, Colorado, Utah and Nevada. Let us take the most favored of all, Montana. Grand as are its resources, I am constrained to believe that only one-thirtieth of its surface is within reach of the unavoidable condition of irrigation, and that the mountains with their mineral wealth and the uplands as grazing grounds for cattle and sheep, will be the chief theatres of industrial activity. After careful inquiry in 1868, as United States Commissioner of mining statistics, I committed myself to the following statement: "The area of the territory (Montana) is 146,689 ~~85~~ 100 square miles, equal to 93,881,184 acres—nearly the same as California, three times the area of New York, two and a half that of New England, and yet no greater proportion is claimed by local authorities as susceptible of cultivation than one acre in thirty, or a total of 3,346,400 acres. Of course a far greater surface will afford sustenance to domestic animals. The limit to agriculture, in Colorado and New Mexico, is the possibility of irrigation." In a recent report of the National Geological Commission, I observe that Major J. W. Powell estimates the amount of land in Utah (with 84,476 square miles) that can be redeemed by the utilization of streams, but without the construction of reservoirs, as about 1,250,000 acres. How far east this necessity of irrigation exists, I am not competent to determine. It was formerly fixed at longitude 98 degrees by Prof Henry, of the Smithsonian Institute, but 101 degrees, or three degrees further west, especially west of Manitoba, is probably more accurate. Upon the limited areas available for agriculture, the crops are very remarkable, but their volume, of course, commanding the highest prices, will be absorbed by miners and herdsmen in addition to the demand of towns and cities. In this connection I should not omit to add that the localities of Central Canada on the line 1,600 miles north-west from St. Paul—Battleford, Prince Albert, Fort McMurray, Fort Vermillion, including the better known Fort Edmonton, are all west of longitude 105 degrees, and are in direct range with Denver City, Great Salt Lake, and even Virginia City; yet, at none of the more northern positions is there any necessity of irrigation. It is the crowning feature of the "fertile belt" which broadens with reduced altitudes and constant air currents from the Pacific coast, that the immense trapezoid, whose apex is bounded on the Mackenzie, has a sufficient quantity of summer rains for all the

purposes of agriculture as organized in the Atlantic and Mississippi States.

I have no pride of opinion as to the accuracy of an impromptu estimate of proportions north or south of the boundary. I would cheerfully waive it, confessing to an arithmetical inaccuracy, if assured of a general acceptance of the opinion with which the article of the *Pioneer Press* concludes, namely, that "in the Hudson Bay Territory, outside of the old provinces, 200,000,000 acres are adapted to wheat raising." That admission is more than enough to justify a railroad policy, which will push, within ten years, the locomotive from Winnipeg fully 1,200 miles beyond its present hour on Red River. It may occur to railway managers at no distant period to change once more the name of the trunk line of the Red River valley, and even if there is no restoration of the "St. Paul & Pacific," to substitute that of the "St. Paul, Minneapolis & Athabasca Railway."

J. W. TAYLOR.

M. Taylor, a gentleman of talent and information, has resided in Manitoba for many years and has made a special study of the country and its resources; and as a careful and just observer, he has not been afraid to truthfully speak out and bear disinterested testimony of very great weight in favor of the Province. His letter speaks for itself; it is an earnest and convincing reply to an article written from St. Paul which accused him of exaggeration in his reports of the country.

The Honorable Senator, Mr. John Sutherland, of Manitoba, stated before a committee at Ottawa that he had harvested 60 bushels to the acre of spring wheat weighing 66 lbs.; he added that they had even got 70 bushels from one bushel. These are, no doubt, exceptional facts, but they prove the extraordinary productive strength of the soil. The usual yield of wheat, whose stalk is tall and provided with a full, compact ear, is about 25 bushels to the acre. It is also an established fact that the flour made from this grain is of the very best quality. The weight of the wheat as compared with that produced in certain parts of the neighboring Republic will further exemplify the superior character of the Manitoba soil; for example:—

Manitoba spring wheat,	63 to 66 lbs. per bushel.	
Minnesota	" 63 to 65 lbs.	"
Illinois	" 52 to 58 lbs.	"
Ohio	" 57 to 60 lbs.	"
Pennsylvania	" 57 to 60 lbs.	"

OATS

They cultivate this cereal with very great success ; the yield is sometimes amazing, of which we will cite certain examples :—

Mr. Alex. Murray, M P.P., in 1876, on an average raised 90 bushels to the acre on a field of 7 acres.

Mr. Wm. McLeod, of High Bluff, harvested 600 bushels from 6 acres and 7 bushels of seed.

Mr. Donald McKay, of the same place, got 1,100 bushels from 10½ acres.

The average yield is from 45 to 50 bushels to the acre.

BARLEY

One acre alone sown with this grain will yield 60 bushels. Barley is a remarkable crop here. The usual growth is from 35 to 40 bushels per acre, weighing from 50 to 55 lbs.

RYE AND BUCKWHEAT

The cultivation of rye and buckwheat has been neglected.

PEAS

The product from the cultivation of this cereal is considerable, being from 25 to 30 bushels par acre.

INDIAN CORN

One particular kind of corn grows very well, but the attempts towards its cultivation have not been generally very satisfactory : that variety to which we have referred is smaller than that cultivated in the other provinces.

FLAX AND HEMP

These plants for manufacturing purposes find in the rich soil of the North-West all that is required for their development. It is said that their cultivation was very extensive till lately in the settlement of the Red River, but that the want of a market led to its abandonment. There is nothing at the present time to prevent the revival of this industry.

POTATOES

They grow as every one would have them, attaining an immense size which does not impair in the least their excellent taste. One acre has been known to yield on more than one occasion 600 bushels.

Mr. J. W. Sifton, a contractor of the C. P. Railway, gathered 275 bushels from a ploughed field of a quarter of an acre.

Mr. F. C. Shipp, of Point Douglas, at Winnipeg, raised in his garden a tubercle weighing 4 lbs. But this was surpassed by Mr. John Omand of St. James, who exhibited at Winnipeg a potato of 5 lbs. in weight, which we saw with our own eyes. The general produce is from 400 to 500 bushels per acre.

TURNIPS, PARSNIPS

They have gathered more than 1000 bushels of turnips from one acre; and they are not only remarkable for their productiveness, but for their proportions. Mr. J. B. Clarke of St. James had a crop in 1867 on an average from 1000 to 1200 bushels to the acre in a field of 7 acres. At the Provincial Exhibition held at Winnipeg in that year, a turnip was exhibited weighing 36½ lbs. to which fact we ourself can testify. This vegetable phenomenon was sent to the Centennial Exhibition of the United States, where it conspicuously held the first rank of that class of vegetables. The average yield of the turnip is from 500 to 700 bushels to the acre.

The parsnips vegetate equally well.

BEET-ROOTS

Beets have been raised weighing upwards of 16 lbs.; this is, no doubt, an unusual production, but it shows what the medium size is likely to be. The soil is particularly adapted to this plant, and hence it is proposed to cultivate it extensively for the manufacture of sugar.

CABBAGES

Of all agricultural products there is none finer to look at than the cabbage, being remarkable for its development and quality. At the Provincial Exhibition of 1867, a splendid collection of this vegetable was displayed, one of which weighed 26 lbs. and others 25 lbs.

CARROTS

They grow as well as the beets, to which we have referred, and are excellent in quality.

ONIONS

They are truly very fine and their size is astonishing; a description of them would appear an exaggeration except to those who had seen them.

MELONS, CUCUMBERS AND PUMPKINS

All these succeed well, but require attention. We may fitly cite here what is said by a traveller writing in "*Le tour du Monde*" in 1860, and speaking of the farm of a Mr. Gowler on the Assiniboine:—

"His lands (he said) are considerable; he only cultivates a portion of them, of which the fiftieth is devoted to the cereals; the remainder to corn, turnips and potatoes, the finest that could possibly be found anywhere. His melons could not be equalled; they weighed upwards of 6 lbs. The garden connected with this farm also supplied him with a great variety of vegetables and all the tobacco necessary for his own use. And as for fodder, the prairie provided him with all that was requisite. It is to be regretted (he continues) that all country farms of the Red River should not rival with this one. Certainly, it is not nature which baffles the hopes of the farmer, nor the soil which opposes his efforts. There is none but the most fertile and favorable soil. The Indian corn grows everywhere; they plant it about the 1st of June and it is ripe at the end of August; the wheat is harvested three months after being sown; hay of a superior quality covers hundreds of thousands of acres; the culinary plants, such as are in use in Canada, are developed with an uncommon vigor on the banks of the Red River and the Assiniboine. All unite to make the colony a centre of production unequalled."

We saw at the last Dominion Exhibition held in Ottawa, displayed in the department of Manitoba, potatoes weighing 4lbs., beets 8lbs., carrots 2 lbs., onions a foot and cabbages four feet in circumference. Mr. C. de Cazes of Winnipeg exhibited some magnificent specimens of the sugar cane. It must be observed that all these particular articles had to be gathered three weeks sooner than is usual in order that they might arrive in Ottawa in time for the exhibition.

Thus we perceive that all those vegetables or plants which are ordinarily found in the culinary garden grow amazingly here.

FRUITS

There is an abundance of wild fruits in the North-West, among which we may mention the grape, prune, strawberry, cherry, blackberry, raspberry, catherinath, pear, gooseberry, currant, blueberry, blackberry, atoca, etc., etc.

The culture of fruits scarcely occupies the time of the settlers at present; but satisfactory proofs of its good results begin to turn their attention more in this direction. Thus Mr. W. B. Hall, of the Parish of Headingly, situated at a short distance from Winnipeg, has a very fine garden planted with about 100 fruit trees of all kinds; and at the last Dominion Exhibition we saw apples from Manitoba.

THE RAISING OF LIVE-STOCK

All who have beheld with admiration the extensive prairies of the Western region unrolling themselves to the gaze until out of sight, agree in the opinion that it is a country where the raising of live stock can be carried on with very great success and little expense. The herds leave the stables early in the spring and spread themselves over the plains where the tall and fertile grasses grow in great variety. There was exhibited in Ottawa last summer about 20 samples of these grasses. During the finest part of the year, between the 15th July and the 15th Sept., the farmer cuts all the hay he will require for the winter without expense. In the autumn the animals are in excellent condition, and the healthy temperature of the cold season is also favorable to their further development. Hitherto this branch of husbandry has been too much neglected, although it is sure to be accompanied with considerable advantages. A very great number of animals, horses, cattle, sheep, hogs, are sent out every year of the neighboring States of the Republic, and it must necessarily be a very lucrative trade when they derive profit in exporting numerous herds even from Montana. A French Canadian, Mr. J. Demers, who is settled in this American territory, brought more than 1500 live stock to Manitoba, and he there got his price for them. Accordingly, the directors of the Provincial Agricultural Society said in one of their reports as follows:

"It would be very desirable that we should interest ourselves more in the raising of cattle, pigs, sheep, considering that the requirements of the new settlers, the exploring parties, surveyors and others in the service of the Government, the police of the North-West, all will tend to make the local market very profitable for many years."

"The prairies (said His Lordship Archbishop Taché) can supply food for an infinite number of cattle, not only on account

" of their extensiveness, but from the nature and richness of their products, which are equal to those of the best clover meadows. Animals intended for the meat-market become fat dependent only upon the food supplied by the prairie, and when they are healthy they acquire in good time that condition which will command the best market prices."

Viscount Milton and Dr W. Cheadle, who crossed the Rocky Mountains, also state in their work published in 1866 :—

" We let loose our horses in the beginning of winter at the Belle Prairie ; although they were very thin and the snow had begun to fall, they became like balls of fat. The pasture is so nourishing that even in winter, when they have to seek for food beneath the snow, the animals fatten rapidly, provided that they can find the wood where they may shelter themselves from the severity of the temperature. Milch cows and oxen near the Red River are in a condition almost as fine as that of stall-fed cattle and brought for exposition to Baker Street."

The Government lease hay lands of 40 acres, and so also pasturages in order to facilitate, no doubt, the raising of live-stock, a commerce which will become soon one of the most important. " He who has hay has bread," says the proverb, and this is true, seeing that the hay of both the natural and artificial prairies is not only bread, but also meat, milk, wool and trade.

The yield of hay is on an average from 3, 4 and 5 tons to the acre.

DAIRY

The raising of live-stock associates itself with another domestic commerce which also increases considerably the profits of husbandry ; we refer to the dairy traffic by the making of butter and cheese, articles which are both saleable and remunerative even on the local markets.

BEEES

The honey bees are easily acclimatised, as assured by the experience of those who have interested themselves in the subject. Here then is another matter to which the settler can profitably devote himself.

FISH

Our rivers and lakes abound with fish ; there are found the perch, bass, the latter not very abundant at times ; the pickerel, sucker, pike and maskinonge which are remarkably large ; the

"gold eye," taken in great numbers; the whitefish, in which there is considerable trade; the turbot or flat fish, which especially frequents the Red River, neighboring lakes and tributaries of Lake Winnipeg; here also the sturgeon appears, etc., etc. In the Arctic Rivers the salmon and trout are plentiful; the latter frequent the lakes where the waters are calm.

WILD ANIMALS

The North-West is the country of animals with fur and game generally:—of these we may mention particularly the buffalo, musk-ox, bear, moose, cariboo, deer, roebuck, antelope, wolf, goat, the sheep of the mountains, fox, badger, carcajou, wild cat, tiger cat, martin, beaver, otter, ermine, hare, rabbit, muskrat, weasel; also, of another class, there abound the pheasant or prairie chicken, partridge, pigeon, ducks and geese, etc. The Honorable James McKay, with servant, shot more than 500 ducks, beside a number of prairie chickens, in two days. Three skilled sportsmen of Winnipeg bagged in two days, near Lake Winnipeg, about 900 ducks. One of our own friends killed during one day 100 ducks at about 13 miles from Winnipeg.

WOOD

It cannot be denied that wood is, relatively speaking, scarce in the North-West; but this inconvenience—compensated as it is by a thousand other advantages—however serious it may be, cannot become an obstacle to the settlement of the country. Up to the present time, they have suffered very little in this respect, and in a short time the Pacific Railway with its branch lines will connect Manitoba with the great woody regions which are located to the east. It is known that the valleys of the Rainy River, Winnipeg River and the territory comprised between the Lake of the Woods and Red River contain immense quantities of wood of different sorts. Besides, the Red River, the Rivers Assiniboine, Seine, Rat and others are skirted with woods. Towards the west, large streams traverse the forest division, where the total area, according to His Lordship Archbishop Taché, is about 480,000 square miles, while he estimates the prairies to be about 60,000 square miles, and applies the same figures to the extension of the vast American Desert beyond our frontier, which is of the 49° parallel.

The principal kinds of wood which are met with in Manitoba, Keewatin and in the West are the maple, soft maple, red and white pine, cedar, oak, elm, ash, spruce, birch, aspen, linden, fir, cypress, etc. Timber for building purposes is imported chiefly

from the neighboring States or sent in rafts down the Red River and sawn in the Province. There are large saw mills at Winnipeg and other places.

It appears that the American Government has ordered an exploration to be made of thirteen townships, covered with pine, on the tributaries of Rainy Lake ; this will then be an advantage to us. A certain quantity of wood for fuel comes from the neighboring States besides that which the Province supplies. The prices of wood are given in another part.

COAL

It has been an established fact, for a long time, that the North-West conceals rich mines of coal, an analysis of which has shown its value or superior quality. It is unnecessary to enlarge on the importance of the coal trade at the present day. His Lordship Archbishop Taché says : "The coal regions which traverse the different branches of the Saskatchewan are a great source of wealth and encourage the settlement of this valley, where nature abounds with picturesque scenery which can compare with all that is remarkable in this respect throughout the world." Further he adds : "The coal mines which the district of Saskatchewan encloses assure it an unquestionable importance. The immense coal deposits plainly appear in the cliffs of the great river."

Viscount Milton and his friend Dr Chedale speak of it as follows :—

"The banks of the Pembina River expose a section of a magnificent bed of coal, being from 15 feet to 20 feet in depth * * * Coal has also been found in the north, along the rivers Macleod, Athabasca, Fumeuse, Peace and Mackenzie, and toward the south along the rivers Saskatchewan, Battle and Cerf. At Edmonton, in the declivities which characterise the bank of the river, there is presented to view a bed of coal which is made use of for the forge. Also, beds of coal have been observed in many places scattered within the limit of 10° latitude, but almost invariably under the same meridian. By drawing a line from the river Mackenzie to the confluence of the river Cerf, within the Southern Saskatchewan, the position of the coal beds observed here could be determined. They have a considerable extent and will form, without doubt, some day, one of the principal sources of wealth of the Saskatchewan district, which nature has so extraordinarily favored."

"It is indisputable," said professor Macoun, "that in the region to the west of Edmonton which is bounded on the north by the Athabaskaw River, and on the south by the river Daim Rouge, there exists a coal field of at least 25,000 miles square ; and in this

vast extent, they can hope to find workable mines at depths which will seldom exceed 300 feet; and often, as in the case of the thick veins above described, most favorably situated for working by means of galleries on the surface."

Geological reports confirm these statements. Some months ago, there was great excitement about the discovery of rich deposits of coal near the River Souris, one of the tributaries of the Assiniboine, whose source is near the frontier more than 300 miles to the west of Red River. Moreover, a company was to be organized immediately to work the mine and transport the coal to Winnipeg.

TURF

The turf deposits abound in the North-West, by which a very good fuel is produced where wood or coal is deficient.

HOMESTEADS—PRE-EMPTIONS

The lands at Manitoba are arranged into townships, 360 of which, each measuring six square miles, cover a surface of nearly 14,000 miles, or rather more than 9,000,000 acres.

Again, the townships are divided into sections disposed and numbered as in the following diagram:—

DIVISION OF A TOWNSHIP

N.					
31	32	33	34	35	36
30	29	28	27	26	25
19	20	21	22	23	24
18	17	16	15	14	13
7	8	9	10	11	12
6	5	4	3	2	1
S.					

1	One section of a mile square	contains.....	640	acres
$\frac{1}{2}$	A half section.....		320	"
$\frac{1}{4}$	One fourth of a section.....		160	"
$\frac{1}{8}$	One eighth " "		80	"
$\frac{1}{16}$	One sixteenth " "		40	"

Thus, then, sixteen quarter sections constitute a section, subdivided into sixteen quarter quarter sections:—

N.			
13	14	15	16
12	11	10	9
5	6	7	8
4	3	2	1
S.			

W. E.

III. The Homestead law confers on the settler the right of proprietor of the land, but which he must cultivate for three years before he can obtain his title from the Government. It is necessary that he should have attained, at least, the age of 18 years in order to enjoy the benefit of this liberal law. The entry of the lot only costs the sum of \$10.00. This is also designated a gratuitous concession.

The law of pre-emption gives the settler the privilege of buying, in addition to his homestead, an equal number of acres, in the same neighborhood, at fixed prices varying from \$1 to \$2.50 per acre, according to the distance from the Canadian Pacific Railway, and on the conditions laid down by the Government.

It is important to make these different points clearly understood before introducing and discussing the rules which relate to the public lands of the North-West.

REGULATIONS OF JULY LAST—THEIR SUPPRESSION

In the month of July last, the Government determined to modify the law. It was necessary to take into consideration at that time the creation of new sources of revenue in order to prosecute the works of the Pacific Railway with all possible speed; and it was only just that those ought to contribute towards the execution of a national enterprise of such a costly character, who were to be most directly and immediately benefited by it. We will therefore examine these regulations which were promulgated and put in force on 1st August, 1879.

By an Order in Council dated 2nd July, 1879, the country was divided into five Zones or Belts, distinguished by the letters A. B. C. D. E. and lying on each side of the line of railway whose assumed course followed the 4th base line in leaving the Red

River to the West until the intersection of said base by the line between ranges 21 and 22 west of the first meridian, and thence in a direct line to the confluence of the Shell River with the Assiniboine.

A glance at the new map which is just published by the Department of the Interior at Ottawa will show better the assumed line of the Pacific Railway and give a correct idea of the situation of the Zones or Belts which we are about to describe.

The 1st Belt A, in the neighborhood of the Railway line and lying 5 miles on each side of the line, excluded gratuitous occupation, that is the settler could not obtain a homestead there, and the price of land was \$6 per acre.

The 2nd Belt B was 15 miles on each side of the line; here the emigrant had the liberty of establishing himself on a homestead on paying the sum of \$10 as the costs of entry; the price of pre-emption lands adjoining the homesteads was \$2.50 per acre in sections bearing even numbers; those of odd numbers being reserved for the railway and sold at \$5.00 per acre.

The 3rd Belt C, 20 miles on each side of the railway line, was set apart for homesteads and pre-emptions; the price of the pre-emption lands being \$2.50 per acre in the sections bearing even numbers; the others of odd numbers, reserved for the railway, sold at \$3.50 per acre.

The 4th Belt D, also 20 miles on each side of the line, was more easy for entry to the emigrant. The prices of pre-emption and lands belonging to the line on the odd numbered sections were at the uniform price of \$2.00 per acre.

The 5th Belt E, the last and most distant from the railway, being 50 miles on each side of it; the conditions in this belt were made very easy to the emigrant; the lands of pre-emption and those of the railway were at the uniform price of \$1.00 per acre.

In short, the Government, in order to facilitate colonisation, allowed the emigrant to pay only four-tenths of the price of sale at the end of three years with interest at 6 p. c., and the rest in six annual equal instalments.

So soon as it was known that the homesteads and pre-emption lands had been diminished by one half, their extent being only 80 instead of 160 acres, and that the price of the lands was thus increased, the American agents went about and depreciated without scruple the advantages which the Canadian North-West presented for emigration, whilst attributing to the United States a superiority which we do not admit. There arose, moreover, an exciting discussion in the Canadian Press on the subject, and a prominent merchant of Winnipeg, Mr. Wm. Bathgate, published in the *Times* of that city some remarkable letters in reply to those which had unjustly spoken against Canada to the advantage of own neighbors.

He said :

"We reproduce the following extract which appeared in the *Guelph Mercury* of Sept. 25th, in connection with this matter, which will be found to contain as much falsehood as could possibly be put into the space it takes up; it said:

"In the first place, land in the North-West territories has been virtually withdrawn from intending settlers. Every acre for several miles on each side of the Pacific railway is placed at the high figure of six dollars. Further back, from the only means of outlet, it costs five, four and three dollars per acre. And until a man gets into a solitary wilderness, one hundred and ten miles from any means of egress or transportation, he cannot get land for less than double its value. No homestead, no pre-emption, no anything for the poor or even moderately comfortable emigrant."

"By the Regulations concerning lands which have been published and to which we have referred, we understand:

"That a settler within the belt B, from five to twenty miles from the road, could get a homestead of eighty acres free; if he bought other eighty acres, at the end of three years he pays four-tenths of the

Purchase money, \$200	\$80 00
With interest	36 00
	<hr/> \$116 00
Fourth year, \$20, interest \$7 20	27 20
Fifth " 20 " 6 00	26 00
Sixth " 20 " 4 80	24 80
Seventh " 20 " 3 60	23 60
Eighth " 20 " 2 40	22 40
Ninth " 20 " 1 20	21 20
	<hr/>
160 acres would then cost	\$264 20

"Yet the editor of the *Mercury* had the audacity to say:

"No homestead; no pre-emption; and that land cannot be got for less than what is double or treble its value."

"What did this editor know of the value of land in this country? He had never been here, and must have read or heard very little about it to make such assertions in good faith, or if he be well posted, he wilfully perverted the truth, gave no basis on which he arrived at the value of lands here, and expected people to swallow his simple *ipse dixit* without proof.

“ MANITOBA COMPARED WITH MINNESOTA AND DAKOTA.

“ As the value of farming property depends upon that of the products, we can only arrive at a proper estimate and at a just idea of the value of our land by a comparison with the adjoining lands in Minnesota and Dakota. Howard, White, Crowell & Co., publishers of the *Chicago Daily Commercial Bulletin*, in the annual estimate of the wheat crop in the United States, say that the average yield per acre over the North-West is estimated at 12.92 bushels against 11.42 last year.

“ Minnesota is put down at.....	11.11	bushels.
Dakota “ “	15.80	“

“ It is impossible to get at an average of our wheat crop this year, as so little has been threshed ; but from conversations with parties from various parts of the country, and from gentlemen who made a special object of finding out what the returns were likely to be, all agree that twenty-five bushels an acre is a low average, notwithstanding that this has been a very wet season, and the crop on low land more or less injured. We should also remember the important fact that a large proportion of the crop is raised on land that has been under cultivation for over forty years, and never manured. One party from the Little Saskatchewan informed me that he fully expected over 35 bushels an acre, from his first crop, and others have put their wheat crop this year as high as 45 bushels. Messrs. Knight and Crawford, produce dealers, informed me that they purchased oats from a farmer near Poplar Point, who stated that they measured 75 bushels an acre, after being threshed and that they weighed the measured bushels and made an average of 96 bushels by weight. They also stated that they had taken in Black Tartar oats, this year, which weighed, as they came from the machine, 44 lbs.; also, that they had cleaned up some and found them to weigh 48 lbs. per bushel.

“ In Mr. Begg's Guide to Manitoba, we get reports of wheat crops for 1856, as follows :—Mr. Good, Grassmere, 37 bushels an acre; Messrs. Melvor, of Greenwood, state that in their threshing of 35,000 bushels, wheat would average 35 bushels, and that they had threshed as high as 50 bushels per acre. Many other instances might be given to show the large yield of wheat in this province. Compare this with Minnesota and Dakota, and we find that Mr. Dalrymple could only claim for those States or for his great farm TWENTY BUSHELS PER ACRE.

" Now, taking the low estimate of twenty-five bushels of wheat for an average, it is found that we are NINE bushels an acre over Dakota, and TEN over Minnesota average. Assuming that the settler can get land in Minnesota and Dakota, about 25 miles from the railway, which I understand is about the nearest approach for a homestead, and that he has to pay here \$6 an acre within 5 miles of the railway, in two years he averages 18 bushels an acre more wheat than in either Minnesota or Dakota, which will far more than pay for his land, while he will have a better property for all time; and not only that, but the cost of teaming the crop of 160 acres for ten years the extra 20 miles in Minnesota or Dakota will incur an outlay greater than that where \$6.00 per acre had been paid, because no farmer can team the produce of an acre that distance for 60 cents.

Another point to be taken into consideration is the cost of freight to the lake. At the present time, the rate per bushel is about 25 cents to Duluth and St. Paul. Mr. Dalrymple gives his freight as 15 cents from Dakota to the same ports, thence to New-York 10 or 12 cents. Consequently the settler in Dakota has the present advantage of about 10 cents a bushel. But when our railway, or about 431 miles, is completed, Mr. Brydges states that, owing to the superiority of the grade, wheat can be carried for five cents per bushel to the lake. It may be considered that this freight is too low. But when Mr. Mackenzie was in power, he gave instructions to carry wheat from River du Loup to Halifax, a distance of 581 miles, for $2\frac{1}{2}$ cents per bushel. Of course this rate was a loss to the road; but as it is unnecessary to carry our grain at a loss, and even allowing that Mr. Brydges' estimate be too low, we will allow $7\frac{1}{2}$ cents as the rate. We then find that the Manitoba farmer has an advantage of $7\frac{1}{2}$ cents over the settler in Dakota; which, on an average of 25 bushels, amounts to \$1.88 annually on every acre of wheat exported. And in ten years, the time in which he has to pay his land, he is better off in Manitoba than in Dakota by \$18.80 on every acre by freight alone, as well as by nine bushels of wheat an acre advantage annually in the yield. It may be said that Dakota farmers will take advantage of the low rate on our road, and send their grain by it. This, however, would be contrary to the interests of the railroads who could bring it to our road, and they would put on such a local tariff coming north that would force the produce to go over their road. The boats could bring very little in the fall, owing to low water, and the inconvenience and expense of moving from boat to car would probably overcome the advantage of freight rates.

But the great objection taken against the Regulations is that they do not give the same amount of land, that the homestead is

only 80 acres here, while in Dakota it is 160 acres. It must, however, be remembered that the 80 acres here produce as much as 120 acres there, and the saving of cultivation of 40 acres, which Mr. Dalrymple (with all his labor-saving appliances) states cost him \$8 an acre, amounts to three hundred and twenty dollars annually. Therefore, the settler in Manitoba who takes up land under the present government regulations is infinitely better off than the one who takes up land in Dakota under their homestead and pre-emption laws.

I am, &c.,

WM. BATHGATE.

Winnipeg, October 2, 1879.

There appear from this extract many important facts. The writer establishes that he shall be able to transport the grains of the North-West of Canada at the rate of $7\frac{1}{2}$ cents per bushel over the C. P. Railway, whilst by the American lines, 25 cents per bushel is exacted from Winnipeg to Duluth or to St. Paul. That is to say, we will save $17\frac{1}{2}$ cents. Again, that the exportation of cereals by the C. P. Railway, which will be soon in operation between Thunder Bay and Red River, will cost \$1.88 per acre, the yield of an acre being 25 bushels in the average; but by the American route it is \$4.38 more by the acre.

This considerable difference in favor of Canada represents an annual amount, which would enable the farmer to acquire the title of his lands in a very few years as the result alone of the savings gained by this difference in the price of transport.

Mr. Bathgate also justly notes that as the lands of the Canadian West are much more productive than those of Minnesota or Dakota—which our neighbors themselves admit—that then the expenses of improving the lands become to the Canadian settler relatively less than they are to the American, owing to the profits of the former being greater.

The preceding considerations are not fanciful; they are supported by facts; and, moreover, the ministerial policy relative to the Pacific line assures us that a portion of this line extending from Lake Superior to Red River will probably be open in a year.

In conclusion, we may remark, as bearing on this matter, that it costs nearly as much for the transport of products from Winnipeg to St. Paul or Duluth as it does from either of these places to Liverpool. However, this ruinous monopoly, to which we have been obliged to submit up to the present, will soon be happily remedied.

REGULATIONS IN FORCE RELATIVE TO THE DISPOSAL OF PUBLIC LANDS

The regulations of which we have spoken are no longer in force; they were annulled by a subsequent order in Council and replaced by others. We have thought it well to refer to them in order to place all the circumstances relating to this subject in a proper light, especially as many persons have been deceived in this respect by those who, incited by their own interests, endeavored to make it appear that the Canadian Government had acted with injustice.

Through the visit of Sir John A. Macdonald and Sir Leonard Tilley to England, the Government was enabled to adopt a more liberal policy. As we remarked, the object of the regulations of the month of July last was especially to create, by the sale of lands at prices varying from \$1.00 to \$6.00, a fund which would enable the works of the C. P. Railway to be prosecuted without overloading with debt the national finances. It is now known that the mission of the Prime Minister and his colleague was connected with this great work which would complete the consolidation of Confederation; and it is owing to the success which is said to have attended their mission that we possess the last regulations dated in October last relative to the sale of public lands.

Having shown that, even under the July regulations, the position of the settler in Canada was more advantageous than it would be in the United States, the public then will appreciate the new regulations which confer still greater privileges. Before pointing out what these favorable changes are, we would observe that the territory is, as formerly, divided into five Belts, A, B, C, D, E, and with the same number of miles lying on each side as before explained. But the "homesteads" and "pre-emptions" no longer contain only 80 acres, but 160, thus giving the ordinary quantity of land within the five Belts. Again, that article in the regulations of July is suppressed with regard to the price of \$6.00 per acre for lands within Belt A, in the neighborhood of the railway line.

The lands of pre-emption in the sections bearing even numbers will be sold at the following prices:—in the Belts A, B, and C, at \$2.50 per acre; in the Belt D, at \$2.00 per acre, and in Belt E, at \$1.00 per acre.

At the expiration of three years, four-tenths of the price of sale will be demandable, with interest at 6 per cent per annum; and the balance will be payable in six annual instalments, bearing the same interest.

The lands of the Pacific Railway located in the sections bearing the odd numbers, will be sold at the following prices:—

In Belt A at	\$5 00	per acre.
In Belt B "	4 00	"
In Belt C "	3 00	"
In Belt D "	2 00	"
In Belt E "	1 00	"

The conditions of sale are as follows: One-tenth cash, at the time of purchase; the balance payable in nine equal annual instalments with interest at 6 per cent per annum on what remains due.

In order to contrast the regulations of the month of July and those of October last, we submit the following table:—

REGULATIONS OF JULY

BAND A—No gratuitous grant of homesteads. Price of lands \$6.00 per acre.

BAND B—Homesteads gratuitous, on condition of occupying them for 3 years and paying \$10.00 for title.

BAND C—Homesteads gratuitous as above. Price of lands of pre-emption, \$2.50 per acre. Railway lands, \$3.50.

BELT D—Homesteads gratuitous as above. Price of Railway lands \$2.00 per acre.

BELT E—Homesteads gratuitous as above. Price of pre-emption lands, \$1.00 per acre. Price of Railway lands \$1.00 per acre.

REGULATIONS OF THE MONTH OF OCTOBER

BELT A—Homesteads gratuitous on condition of occupying them during three years and paying \$10.00 for title. Price of lands of pre-emption \$2.50 per acre, and of Railway lands \$5.00 per acre.

BELT B—Gratuitous as above. Price of lands of pre-emption \$2.50 per acre. Railway lands \$4.00

BELT C—Homesteads gratuitous as above. Price of lands of pre-emption \$2.50 per acre. Railway lands \$3.00 per acre.

BELT D—Homesteads gratuitous. Price of lands of pre-emption \$2.50 per acre. Railway lands \$2.00 per acre.

BELT E—Homesteads gratuitous as above. Lands of pre-emption \$1.00 per acre. Railway lands \$1.00 per acre.

The principal objects of the Canadian law relative to lands are as follows :

1st. The gratuitous grant of a homestead of 160 acres within the five belts or zones, lying on each side of the Pacific line, on condition that the settler pay the small sum of \$10.00 entry fee at the Lands Office.

2nd. The privilege of buying, in preference to others, a neighboring lot of a similar extent at prices varying from \$1 to \$2.50 per acre.

3rd. The right of buying lands which the Government had set apart in behalf of the Railway, at the rate of \$1.00 to \$5.00 per acre.

4th. The privilege of being allowed a period of ten years for payment, a condition which must prove of an immense convenience to the settler.

Truly, more liberal terms could not be expected.

THE CULTURE OF FOREST TREES

For the purpose of encouraging the cultivation of forest trees, the Government grants to the settler, in addition to the homestead and pre-emption, the privilege of making an entry for another fourth of a section, of which he will have full title at the end of six years, on condition that he has made a plantation of trees on an extent of land of 32 acres, during the first four years of his settlement.

WOOD LANDS

When there is no wood on a farm the colonist can, by addressing himself to the Lands Office, obtain wood-lands, but not exceeding 20 acres, in the neighborhood, at \$1.00 per acre.

PUBLIC LANDS IN THE UNITED STATES

In order to obtain a "homestead" in the United States, it is necessary to have attained the age of 21 years, to become an American subject or to signify the intention of becoming such, and to occupy and cultivate the land for a period of five years before the necessary title to the property can be obtained.

In Canada, as has been observed, it is sufficient to be 18 years of age, and to occupy and cultivate the land for three years in order to receive the patent for lands.

In the latter case, it is evident that the greatest advantages for the emigrant are to be found in this country.

Again, in the States of Minnesota, Dakota, etc., there are only two prices for Government lands, viz: \$2.50 per acre for those which are within the limits of the reserves attached to the Railways; and \$1.25 per acre for ordinary lots. Moreover, the payments must be made in a much more limited time than required in Manitoba.

The expenses attending the entry of the homesteads are not the same in the various States, as the following tables show:—

HOMESTEADS.

ENTRY FEES—in Michigan, Wisconsin, Iowa, Missouri, Minnesota, Kansas, Nebraska, Dakota, Alabama, Mississippi, Louisiana, Arkansas, Florida, Ohio, Indiana and Illinois.

Acres.	Price per acre.	Commissions.		Fees.	Total for Fees and Commissions.
		Payable at the time of entry.	Payable when the <i>certificate</i> is given.	Payable at the time of entry.	
160	\$2 50	\$8 00	\$8 00	\$10 00	\$26 00
80	2 50	4 00	4 00	5 00	13 00
40	2 50	2 00	2 00	5 00	9 00
160	1 25	4 00	4 00	10 00	18 00
80	1 25	2 00	2 00	5 00	9 00
40	1 25	1 00	1 00	5 00	7 00

ENTRY FEES—In California, Nevada, Oregon, Colorado, New-Mexico, Arizona, Utah, Montana, Washington, Idaho and Wyoming.

Acres.	Price per acre.	Commissions.		Fees.	Total for Fees and Commissions.
		Payable at the time of entry.	Payable when the <i>certificate</i> is given.	Payable at the time of entry.	
160	\$2 50	\$12 00	\$12 00	\$10 00	\$34 00
80	2 50	6 00	6 00	5 00	17 00
40	2 50	3 00	3 00	5 00	11 00
160	1 25	6 00	6 00	10 00	22 00
80	1 25	3 00	3 00	5 00	11 00
40	1 25	1 50	1 50	5 00	8 00

The expenses attending the entry of Homesteads vary in different States and according to prices of the lands—from \$18.00 to \$26.00 and from \$22.00 to \$34.00.

In Canada, we enjoy the privilege of pre-emption by paying from \$1.00 to \$2.50 per acre, and ten years are allowed for the completion of the payment; there is only required the sum of \$10.00 at the Lands' Office for the entry of the homestead. We see in this respect which of the two countries has the advantage.

Lastly, whilst the Railway Companies of the neighbouring Republic sell the lands which the Government had granted them at prices sometimes exorbitant, on the other hand lands of the Canadian Pacific are offered on the most reasonable and easy terms.

All these facts which we have considered clearly prove that Canada advantageously sustains a comparison with the United States with respect to all those important questions which especially concern the emigrant or the agriculturist.

Mr. Thomas Dowse, one of the Editors of the "Commercial Advertiser" of Chicago, and who has published a pamphlet on "Manitoba and the North-West Territories," has expressed a similar opinion on this subject, and his testimony could not have arisen from any selfish motives, since it was not for his interest to over-rate the advantages of our country to the detriment of his own. Mr. James Trow, M.P., President of the Committee of Colonization in the Commons, published letters on the Canadian North-West which he had recently visited, and his conclusions are as follows:

"It is evidently much better to take a homestead in such a rich and productive country as the Canadian North West, than to buy lands from Railway Companies in Dakota, Nebraska or Kansas, at \$3.00 up to \$10.00 per acre. I do not know any country which offers such advantages as the Canadian North-West to the poor man as well as to capitalists and manufacturers."

Mr. Kenneth Mackenzie, a distinguished agriculturist, who resides at Portage la Prairie, said before a Committee of the Commons: "I have not seen in Minnesota or Dakota grains or other agricultural products which can compete with those which we have in Manitoba, and there are in Minnesota, among my friends, farmers who would remove to Manitoba if they could only sell their lands in the States."

Three delegates from Scotland, Messrs. Elliott, Logan and Snow, who visited the North-West, made a report of their mission. The first, speaking of Manitoba, expresses himself thus:

"Manitoba and the territories of the North-West are the best countries for agriculture on a large scale, and I would add for the poor settler."

The second delegate says:

"Notwithstanding the beauty of Ontario, I prefer Manitoba; farmers ought to emigrate there."

The last concludes by saying "that the North-West containing nearly 200,000,000 acres of land, must in the future, not far distant, furnish to the rest of the world a great part of the alimentary provisions."

There were also two English delegates, Messrs. Biggar and Cowan, who visited Manitoba during the course of last summer and made the following replies to the reporter of a Halifax newspaper in answer to certain queries:

Q. What do you think of Manitoba as compared with Minnesota and Dakota?

A. There is no comparison. The amount yielded in Manitoba is much greater and the soil richer.

Q. If you were going to settle yourself in this country, which of the two would you prefer?

A. We would sooner pay \$10 an acre for land in Manitoba than accept as a present the Minnesota lands.

"BEWARE OF AMERICAN AGENTS"

Emigrants have to be put on their guard against unscrupulous agents who are paid to entice them to settle on American territory. These speculators manage to intercept the emigrant at various places such as at Duluth, St. Paul, St. Vincent, the Great Forks and on the Railway trains, and they assert with

the greatest effrontery that the Canadian North-West is not suitable to agriculture, but the United States on the other hand offer incomparable attractions. Some, seduced by their fine statements and dazzling promises, allow themselves to be led away, a step which they afterwards regret, but when too late oftentimes to be remedied. The number of dupes, however, is happily inconsiderable. But emigrants should be advised to avoid these agents who make it their occupation to follow them on their journey in order that they may prevent them settling on Canadian soil. People are apt to be deceived by those who profess to pay them great attention with no other motive apparently than that of being obliging and agreeable. But it is not, as they soon find out, the prosperity of the emigrant which they have in view, but their own selfish interests. Being the hired agents of great speculators or of Railway Companies who possess immense tracts of country in the United States which they wish to colonise, they do not hesitate to ruin the future of a family in order to gain their own salary and enrich their patrons. Hence too much precaution cannot be taken in order that emigrants may know how to deal with this class of traveller with whom they may be thrown in contact.

Some years ago, many stations such as Moorhead and Fisher's Landing, as well as boats and railway cars, especially those connected with the North Pacific, were infested by sharpers who pillaged the simple travellers. These fellows planned under the name of "Three card monte men," an infallible operation for carrying out their object; and the unhappy travellers who were tempted to a game of cards were invariably cheated out of their last penny. It is well to expose these things in order that emigrants may be prevented from falling into the various snares which are laid to entrap them.

COST OF LIVING AT MANITOBA—WAGES.

Those who have written on Manitoba appear to say very little concerning what it costs to live there and the wages which the mechanic and laborer may earn. Although it is very essential that those who contemplate emigrating should know all about the character of the soil and the harvest products, yet it is also important that they be informed of what they will have to pay for produce and other necessary articles and the value of labor.

The following table of wages in connection with the different kinds of labor and which is based upon information most carefully gathered, will we trust be found useful to those who are interested in the matter:—

Occupation. Per day.		Wages.	
		Minimum.	Maximum.
Printers	"	\$2 00	\$2 50
Bookbinders	"	2 00	2 50
Carpenters	"	1 75	2 50
Cabinetmakers	"	1 75	2 50
Wheelwrights	"	2 00	2 50
Masons	"	2 50	3 50
Bricklayers	"	3 50	4 00
Blacksmiths	"	1 75	2 50
Millers	"	2 50	3 00
Painters	"	1 50	2 50
Plasterers	"	2 50	3 50
Mechanics	"	2 50	3 00
Bakers	"	1 75	2 50
Shoemakers	"	3 00	3 50
Tailors	"	2 00	2 50
Jewellers	"	3 00	4 00
Watchmakers	"	2 50	3 50
Locksmiths	"	1 50	2 50
Tinsmiths	"	1 50	2 00
Plumbers	"	1 00	1 50
Founders	"	2 50	3 50
Saddlers	"	\$1 50	\$2 50
Butchers	"	1 50	2 50
Gardeners	"	1 50	2 00
Brewers	"	2 00	3 00
Confectioners	"	1 50	2 50
Laborers	"	1 75	2 00
Char women	"	1 00	
Clerks—dry goods	per month.....	40 00	100 00
Clerks—groceries	"	40 00	100 00
Clerks—druggist	"	80 00	100 00
Tavern keepers	"	20 00	50 00
Barbers	"	40 00	60 00
Cooks	"	25 00	50 00
Coachmen (with board)	"	15 00	25 00
Grooms, Cab-drivers (with board)	"	15 00	25 00
Men-servants	"	12 00	25 00
Women-servants (families)	"	5 00	12 00
" (hotels)	"	12 00	15 00
Labourers (farm)	"	25 00	30 00

List of prices for lands, agricultural implements, horses, cattle, grain and other produce, provisions and other articles.

Lands lying along the Rivers, per acre..... \$6 00 \$10 00

For lands in the interior, prices vary according to the distance from the Railroad. The exact prices cannot be given except for Government lands, the prices of which are elsewhere given.

	Minimum.	Maximum.
Machine for sowing grain.....	\$75 00	\$90 00
Machine for harvesting.....	120 00	140 00
Machine for mowing.....	80 00	100 00
Machine for mowing and harvesting (combined).....	175 00	200 00
Machine for threshing.....	800 00	1200 00
Machine for winnowing.....	30 00	45 00
Machines for raking, drawn by horses.....	40 00	50 00
Ploughs.....	25 00	30 00
Harrow.....	20 00	25 00
Shovels.....	1 00	
Spades.....	1 25	
Hay forks.....	75	
Manure forks.....	1 00	
Axe.....	1 25	1 50
Horses (Canadian), per pair.....	200 00	500 00
Oxen per pair.....	75 00	150 00
Cows.....	25 00	40 00
Pigs.....	\$10 00	\$18 00
Sheep.....	5 00	7 00
Farm waggon (4 wheeled).....	80 00	95 00
Cart (Red-River).....	10 00	12 00
Harness, etc., etc.....	12 00	60 00
Wheat Flour.....	2 00	2 75
Wheat per bushel.....	0 70	1 00
Corn.....	0 75	1 00
Peas.....	0 70	0 75
Rye..... (scarce).....	0 55	0 60
Barley.....	0 50	0 55
Oats.....	0 45	0 75
Beans.....	2 50	3 00
Potatoes.....	0 55	0 60
Buckwheat Flour.....	4 00	5 00
Hay, per ton.....	6 50	7 75
Timber for building purposes (1,000 ft.).....	18 00	60 00
Shingles (per thousand).....	3 50	4 00
Laths.....	5 00	
Doors.....	1 50	2 50
Window frames 8 x 10, pair.....	1 00	
Nails per lb.....	0 05	
Bricks per thousand.....	8 00	12 00
Stone (cubic yard).....	16 00	
Lime per bush. (in the oven).....	00 25	
Pork, per lb.....	0 08	0 09
Beef.....	0 10	0 15
Mutton.....	0 10	0 12
Veal.....	0 10	0 15
Turkeys.....	0 15	0 00
Geese.....	0 15	0 00
Chickens.....	0 10	0 12
Butter.....	0 25	0 30
Cheese.....	0 15	0 20
Tea.....	0 40	0 75
Coffee.....	0 30	0 45
Sugar.....	0 10	0 12
Syrup (per gall.).....	0 75	0 80

	Minimum.	Maximum.
Coal Oil (per gall)	0 45	0 50
Tobacco	0 50	1 00
Stoves (kitchen).....	20 00	50 00
Stoves (parlor).....	5 00	25 00
Couches	2 50	5 00
Mattress (bed).....	2 50	10 00
Bureaux (toilet).....	8 00	12 00
Tables.....	3 00	4 00
Chairs.....	0 75	1 00
Plates.....	0 08	0 20
Cups and saucers.....	0 08	0 15
Lamps	0 60	1 00
Pail buckets.....	0 25	
Basins.....	0 90	
Cotton, per yard.....	0 08	0 12½
Calicos (printed) per yard.....	0 08	0 12
Linen ".....	0 15	0 50
Tweeds (cloth)per yard.....	\$0 75	\$2 25
Flannels ".....	0 25	0 72
Merinos ".....	0 60	1 25
Alpaca ".....	0 25	0 90
Ticking ".....	0 25	0 50
Winceys ".....	0 08	0 25
Serges ".....	0 25	3 50
Silks ".....	1 25	3 50
Dress goods ".....	0 18	1 00
Cloth ".....	2 25	6 00
Blankets per pair.....	2 50	10 00
Pilot cloth coats.....	3 50	25 00
Pantaloon.....	2 00	9 00
Vests	1 26	6 50
Shirts, woolen.....	0 75	4 00
" cotton.....	0 50	2 00
Stockings, woolen.....	0 25	0 30
Hats, felt.....	0 75	4 00
Boots for men.....	2 00	3 00
Shoes for women.....	1 75	2 50

The information contained in the above memorandum may be valuable to the emigrant, who thereby can calculate on the one hand his expenses in Manitoba and on the other hand the wages he will get by his labors or the profits by the sale of farm produce.

THOSE WHO OUGHT TO OR CAN EMIGRATE.

The mass of emigrants belong to the agricultural class and almost all have not been disappointed in their expectations. The settler requires no doubt determination and energy especially at the beginning ; and by not being disheartened at the first obstacles, his perseverance and labour will end in success.

In support of these observations which are more particularly applicable to the North-West of Canada, it would be easy to give numerous examples. Many who had in fact nothing or almost no means on their arrival in Manitoba, are now in comfortable circumstances; and the majority are to-day proprietors of beautiful and large farms. If you ask these men if their labors and sacrifices in the beginning ever discouraged them, or if they now regret their removal to Manitoba, almost all will reply that they are content and that their position is most happy. We say almost all, for it is impossible to imagine any spot on the whole earth, be it the finest, the most fertile, the most largely endowed by nature, where every one will be perfectly content and successful. He must not, therefore, delude himself by thinking that it would suffice merely to go to Manitoba to become rich without any effort on his part. This absurd notion would explain the disappointment of certain emigrants, who on finding out to their surprise that they could not receive on their arrival a rich estate without toil on which they had foolishly built their hopes, therefore took their departure from the country, disgusted with a place so niggardly and disobliging in their estimation. Thus we would repeat that it is labor which, at Manitoba as elsewhere, secures a fortune. But the natural richness of the soil produces fruitful results from that toil to which the universal law has destined man, which requires that he gain his bread by the sweat of his brow.

It may also be easily understood that, in a new country like Manitoba, it was chiefly the work of the farm which could furnish employment for men in general; therefore, in the year 1876, an entire change had to be effected in the domain of industry to meet the circumstances of the country, a change which capital and labor could not complete in a day or even a year. Consequently, the Press never failed to point out plainly the truth in this respect; but notwithstanding their warnings and advice, small capitalists, clerks, mechanics and business men of all sorts went to Manitoba: the number was considerable. However, the majority of them have prospered either at Winnipeg, which has rapidly populated, or elsewhere. To-day, the position is not absolutely the same, for great public undertakings are being executed which furnish employment for a great number. Especially do we refer to the railroad works. All that portion of the Pacific line extending from Lake Superior to Red River is actually being executed, and the Government, which has already given out a contract for 100 miles of railway construction to the west of Selkirk, also intends to continue the operations to a further extent of 300 or 400 miles as soon as possible. The Railway Company for the colonization of the South-West is likewise preparing to build a road from Winnipeg to the Pembina Mountain, and the citizens of Emerson have organized a Company

which proposes to establish a line of Railway between that enterprising little town and the Turtle (Tortue) Mountain. Again, there will be erected during next summer, in all probability, one and perhaps two bridges over the Red River, uniting Winnipeg with St. Boniface, and later, another bridge at Emerson. Here there are many undertakings and plans securing or promising work to thousands of settlers who, besides cultivating their lands, may be able to make money in other respects. It is easy to foresee what might be gained, for example, by a family consisting of three or four boys capable of handling the pick, axe or spade. And nothing, let us remark, need hinder them from conducting at the same time the cultivation of the farm. We know certain persons who, by those means, have been enabled to realise sufficient savings for the purchase of animals or necessary agricultural implements. We therefore believe that emigrants can now, as they did in the past with means much more limited, form a happy future for themselves in Manitoba by their labor, provided that they substitute energy for the insufficiency of capital generally required. In confirmation of the preceding remarks, we will quote the following letter addressed in 1874 to a Mr. Lillies of West Pilkington, Ontario, by his sons residing at Manitoba:—

“Do not fear for us, for we succeed better here than in Ontario in spite of the grasshoppers.

“Two of us have made \$166 per month by working and selling lime; another has gained \$5.00 a day on an average with his team, working for the Railroad; and the fourth of us works at his trade as wheelwright in Winnipeg, by which he gets \$60 a month. Our prospects in the future are very bright.”

By the foregoing it is evident how much can be accomplished through courage and activity, even where great pecuniary resources are wanting.

PRAIRIE FIRES.

In the North-West they generally pile up in stacks on the prairie, near their dwellings, their hay or grain. But as prairie fires are constantly occurring, the settler cannot take too much precaution to secure his harvest from the reach of this destructive element. The local laws are very stringent in this matter; they threaten with severe penalty any one who causes fire, whilst they oblige every person to take proper measures to protect their property. By referring to the statute, one can inform himself fully on the subject.

THE GRASSHOPPERS

Their first appearance in the country was in the year 1818, when they destroyed the harvests for three years in succession. Again, about four years later, this terrible scourge exercised its ravages. We ourselves were witnesses of the arrival of the grasshoppers in 1874. Their battalions, which agitated the air, were so dense that the sun was obscured by them, and these destructive insects, when they alighted, covered the land with their moving masses.

This fearful plague, which causes all vegetation to disappear from the soil, is not confined to our territory; it likewise rages in Minnesota, Dakota and other Western States. The grasshoppers disappeared in 1876, and it is not probable that they will soon return.

THE INDIANS

There exist many prejudices abroad with respect to the Indians. We ourself received more than one letter when we were in Manitoba, inquiring if it were true that the Red-Skins were so numerous and ferocious in those districts. We will make the same reply as we did then, that the Manitoba Indians are settled on reserves and there is no cause to have any dread of them: 1o. Because they are peaceably disposed; 2o. Because they are not strong enough, numerically speaking, to attempt anything serious against the white population. There are, no doubt, in the Far-West Territory, thousands of Indians, but these tribes wander for the most part many hundred miles distant, and are scattered over the forests or plains; so that their presence does not endanger Manitoba, which is too often confounded with the whole North-West country.

THE ROUTES TO MANITOBA

It is a subject of great importance to those intending to emigrate that they be correctly informed concerning the principal routes which lead to Manitoba; therefore we give the following traveller's guide of certain lines from which they can choose:

RAILWAYS

I

Grand Trunk Railway from to Chicago.
Chicago, Milwaukee and St. Paul Railway from Chicago to
St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. Railway) from St. Vincent to St. Boniface.

II

Grand Trunk Railway from to Chicago.

Chicago and North-West Railway from Chicago to St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. Railway) from St. Vincent to St. Boniface. By this route, there are only three changes of trains.

III

Grand Trunk Railway from to Detroit.

Michigan Central Railway from Detroit to Chicago.

Chicago, Milwaukee and St. Paul Railway from Chicago to St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. R.) from St. Paul to St. Boniface.

By this route it is necessary to make four changes of trains.

IV

Grand Trunk Railway from to Detroit.

Michigan Central Railway from Detroit to Chicago.

Chicago and North West Railway from Chicago to St. Paul.

St. Paul, Minneapolis and Manitoba Railway from St. Paul to St. Vincent.

Pembina Branch (C. P. R.) from St. Vincent to St. Boniface.

By this route four changes are necessary.

BY RAILWAY AND STEAMBOAT

V

Grand Trunk Railway from to Sarnia.

North-West Transportation by Lake Steamers from Sarnia to Duluth.

North American Pacific Railway from Duluth to Glyndon.

St. Paul, Minneapolis and Manitoba Railway from Glyndon to St. Vincent.

Pembina Branch from St. Vincent to St. Boniface.

Grand Trunk Railway from to Toronto.
 Northern Railway from Toronto to Collingwood.
 Lake Superior Co'y Steamers from Collingwood to Duluth.
 North American Pacific Railway from Duluth to Glyndon.
 St. Paul, Minneapolis and Manitoba Railway from Glyndon
 to St. Vincent.

Pembina Branch from St. Vincent to St. Boniface.

We understand that an agreement exists between the Government and certain Companies for the conveyance of emigrants on certain conditions.

EMIGRATION AGENTS

UNITED STATES

Charles Lalime, Worcester, Mass.

All desirous of emigrating from the United States, either of the East or West, should address themselves to the above Agent, who has already, since 1876, directed a strong current of emigration to the North West.

W. C. B. Grahame, Duluth.

This Officer is especially authorized to receive emigrants on their arrival by Steamboats, to take care of their baggage, to protect them from American agents and to furnish them with all the information which they require to reach their destination.

MANITOBA

Jean E. Tétu, Dufferin and Emerson.

On entering the Province of Manitoba, the emigrant is always glad to meet with an agent who will wish him a hearty welcome.

It is right to state here that Mr. Tétu has neglected nothing to provide for the new comers all possible comfort, and to assist them afterwards in settling themselves on their lands.

W. Hespeler,—Winnipeg, Manitoba.

L. Stafford—Quebec City.

John J. Daley—Montreal, P. Q.

W. J. Wills—Ottawa, Ontario.

R. McPherson—Kingston, Ont.

John A. Donaldson—Toronto, Ont.

John Smith—Hamilton, Ont.

A. G. Smyth—London, Ont.

E. Clay—Halifax, N. S.

Samuel Gardner—St. John, N. B.

EAST AND WEST OF MANITOBA

To the east of Manitoba, that is to say between Lake Superior and Red River, a certain portion of land is intersected by marshes or rocks and is unfit for cultivation. But we must not suppose that this region is everywhere the same and of no value. Read the remarks of a tourist who had traversed that part of the country :

"A little farther, he says, than the Rainy Lake, the scene changes and one enters into the valley of the Rainy River. Here, there are no portages, no rapids, but a sheet of a magnificent water for more than a hundred miles, flowing between 200,000 and 300,000 acres of vegetable soil, and bordered by the elm, the poplar, ancient oak trees all entwined by climbing plants or the beautiful convolvulus, abounding with flowers. Elsewhere, there are large verdant prairies. Birds innumerable are gathered in this magnificent valley, which we might call a deserted garden, and which one leaves even with regret in order to occupy himself with the beautiful sheet of water of the Lake of the Woods, with its varied islands and the magnificent panorama it presents."

They have discovered here rich gold and silver mines during last summer.

To the west of Manitoba, the prairies and forests are spread out before our gaze until lost to sight. The valleys of the rivers Assiniboine, Saskatchewan and Peace are very fine and capable of providing food for millions of inhabitants. The fertile basin alone of the Saskatchewan, which has its source at some distance from the Rocky Mountains and which flows over a stretch of nearly 1,500 miles, waters a vast country containing, it is said, 90,000,000 acres of land. At about 200 miles from Lake Winnipeg into which this river discharges itself, it divides into two great branches, which extend, one towards the north for a distance of 1,092 miles, and the other to the south for 1,054 miles. The greatest distance which separates these two branches is about 300 miles.

Lord Milton and Dr Cheadle speak of this river in their work as follows :

"The rich prairies of the fertile basin of the Saskatchewan have an alluvial soil of three or five feet in depth and are only awaiting the plough. They provide pasturage without end which in former times fattened innumerable herds of buffaloes as well as domestic flocks.

"The forests, lakes and water courses present a varied landscape, and from them can be procured timber, fish and wild fowls in great abundance.

"Alas! that this magnificent country, capable of relieving the wants of 20,000,000 people, should be completely neglected. However this rich country is, it might be said, only a short distance from our gold fields in British Columbia."

Many years ago, the Hudson Bay Company placed steamers on the Saskatchewan which was made navigable with a few improvements. The Valley of Peace River is also remarkably rich and the explorers speak highly of it. They say that a numerous population could also subsist there by cultivating the land.

Beds of coal were discovered there several years ago.

We may add that salt is also found abundantly in the North-West.

Now, what might we reasonably predict for the future of the Canadian North-West? Let us imagine, for a moment, those immense territories inhabited by millions of producers and consumers, and flourishing cities springing up here and there on the plains traversed by the railroads and along the courses of water and lakes united by canals: trade and industry put in activity and sustained by enormous agricultural products; the completion of the C. P. Railway which would permit an easy exportation and intercourse with other countries, and finally (if the project be practicable), the establishing a port at Hudson Bay which would bring Liverpool nearer to us by many hundred miles!

In 20 years more, we shall in all probability witness a complete transformation not only in Manitoba, but the North-West generally.

REGULATIONS

Respecting the Disposal of certain Public Lands for the purposes of the Canadian Pacific Railway.

DEPARTMENT OF THE INTERIOR, OTTAWA, Oct. 14, 1879.

PUBLIC notice is hereby given that the following provisions, which shall be held to apply to the lands in the Province of Manitoba, and in the Territories to the west and north-west thereof, are substituted for the Regulations, dated the 9th July last, governing the mode of disposing of the Public Lands situate within 110 (one hundred and ten) miles on each side of the line of the Canadian Pacific Railway, which said Regulations are hereby superseded:—

1. "Until further and final survey of the said railway has been made west of the Red River, and for the purposes of these provisions, the line of the said railway shall be assumed to be on the fourth base westerly to the intersection of the said base by the line between ranges 21 and 22 west of the first principal meridian, and thence in a direct line to the confluence of the Shell River with the River Assiniboine.

2. "The country lying on each side of the line of railway shall be respectively divided into belts as follows:—

"(1) A belt of five miles on either side of the railway, and immediately adjoining the same, to be called Belt A;

"(2) A belt of fifteen miles on either side of the railway, adjoining Belt A, to be called Belt B;

"(3) A belt of twenty miles on either side of the railway, adjoining Belt B, to be called Belt C;

"(4) A belt of twenty miles on either side of the railway, adjoining Belt C, to be called Belt D; and

"(5) A belt of fifty miles on either side of the railway, adjoining Belt D, to be called Belt E.

3. "The even-numbered sections in each township throughout the several belts above described shall be open for entry as homesteads and pre-emptions of 160 acres each respectively.

4. "The odd-numbered sections in each of such townships shall not be open to homestead or pre-emption, but shall be specially reserved and designated as Railway Lands.

5. "The Railway Lands within the several belts shall be sold at the following rates, viz:—In Belt A, \$5 (five dollars) per acre; in Belt B, \$4 (four dollars) per acre; in Belt C, \$3 (three dollars) per acre; in Belt D, \$2 (two dollars) per acre; in Belt E, \$1 (one dollar) per acre, and the terms of sale of such lands shall be as follows, viz:—One-tenth in each at the time of purchase; the balance in nine equal annual instalments, with interest at the rate of six per cent. per annum on the balance of purchase money from time to time remaining unpaid, to be paid with each instalment.

5. "The Pre-emption Lands within the several belts shall be sold for the prices and on the terms respectively as follows:—In the Belts A, B and C, at \$2.50 (two dollars and fifty cents) per acre; in Belt D, at \$2 (two dollars) per acre; and in Belt E, at \$1 (one dollar) per acre. The terms of payment to be four tenths of the purchase money, together with interest on the latter at the rate of six per cent. per annum, to be paid at the end of three years from the date of entry; the remainder to be paid in six equal instalments annually from and after the said date, with interest at the rate above mentioned on such portions of the purchase money as may remain unpaid, to be paid with each instalment.

7. "All payments for Railway Lands, and also for Pre-emption Lands, within the several Belts, shall be in cash, and not in scrip or military or police bounty warrants.

8. "All money received in payment of Pre-emption Lands shall injure to and form part of the fund for railway purposes, in a similar manner to the moneys received in payment of Railway Lands.

9. "These provisions shall be retroactive so far as relates to any and all entries of Homestead and Pre-emption Lands, or sales of Railway Lands obtained or made under the Regulations of the 9th of July, hereby superseded; any payments made in excess of the rate hereby fixed shall be credited on account of sales of such lands.

10. "The Order-in-Council of the 9th November, 1877, relating to the settlement of the lands in Manitoba which had been previously withdrawn for Railway purposes, having been cancelled, all claims of persons who settled in good faith on lands under the said Order-in-Council shall be dealt with under these provisions, as to price of Pre-emptions, according to the belt in which such lands may be situate. Where a person may have taken up two quarter-sections under the said Order-in-Council, he may retain the quarter-section upon which he has settled, as a Homestead, and the other quarter-section as a Pre-emption, under these provisions, irrespective of whether such Homestead and Pre-emption may be found to be upon an even-numbered section or otherwise. Any moneys paid by such person on account of the lands entered by him under the said Order-in-Council, will be credited to him on account of his Pre-emption purchase, under these provisions. A person who may have taken up one quarter-section under the Order-in-Council mentioned will be allowed to retain the same as a Homestead, and will be permitted to enter a second quarter-section as a Pre-emption, the money paid on account of the land previously entered to be credited to him on account of such Pre-emption.

11. "All entries of lands shall be subject to the following provisions respecting the right of way of the Canadian Pacific Railway, or of any Government colonization railway connected therewith, viz:

a "In the case of the railway crossing land entered as a Homestead, the right of way thereon, and also any land which may be required for station purposes, shall be free to the Government.

b "Where the railway crosses Pre-emptions or Railway Lands, entered subsequent to the date hereof, the Government may take possession of such portion thereof as may be required for right of way or for station grounds or ballast pits, and the owner shall only be entitled to claim payment for the land so taken, at the same rate per acre as he may have paid the Government for the same.

c "In case, on the final location of the railway through lands unsurveyed, or surveyed but not entered for at the time, a person is found in occupation of land which it may be desirable in the public interest to retain, the Government reserves the right to take possession of such land, paying the squatter the value of any improvements he may have made thereon.

12. "Claims to Public Lands arising from settlement after the date hereof, in territory unsurveyed at the time of such settlement, and which may be embraced within the limits affected by the above policy, or by the extension thereof in the future over additional territory, will be ultimately dealt with in accordance with the terms prescribed above for the lands in the particular belt in which such settlement may be found to be situate, subject to the operation of subsection c of section 11 of these provisions.

13. "All entries after the date hereof of unoccupied lands in the Saskatchewan Agency, will be considered as provisional until the railway line through that part of the territories has been located, after which the same will be finally disposed of in accordance with these provisions, as the same may apply to the particular belt in which such lands may be found to be situated, subject, as above, to the operation of sub-section c of section 11 of these provisions.

14. "With a view to encouraging settlement by cheapening the cost of building material, the Government reserves the right to grant licenses, renewable yearly, under Section 52 of the '*Dominion Lands Act, 1879*,' to cut merchantable timber on any lands situated within the several belts above described, and any settlement upon, or sale of lands within, the territory covered by such licenses, shall for the time being be subject to the operation of such licenses.

15. "The above provisions, it will, of course, be understood, will not affect sections 11 and 29, which are public school lands, or sections 8 and 26, Hudson's Bay Company's lands.

"Any further information necessary may be obtained on application at the Dominion Lands Office, Ottawa, or from the agent of Dominion Lands, Winnipeg, or from any of the local agents in Manitoba or the Territories.

By order of the Minister of the Interior, J. S. DENNIS,
Deputy of the Minister of the Interior.

LINDSAY RUSSELL, Surveyor General.